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From "Rome in the Nineteenth Century."

Sunset on the Palatine---the Coliseum and the Forum by Moonlight.

On one of those delicious evenings that close the bright and beautiful days of autumn in this country, I lingered on the Palatine until the sun sunk in a flood of light and glory, such as no power of language or of painting can portray. Vainly would imagination try to body forth the beauty of an hour like this, beneath the heavenly sky of Italy. The soft mist that floated over the landscape like a silver veil, softened, without obscuring every object, and gave shadowy beauty to the gray tombs that covered the wide plain of the Campagna; while the hues that painted the Sabine Hills, the purple lights that, fading, blended into distance, and, the last crimson glow that was reflected from the tops of the embattled Apennines, altogether formed a picture that would have awakened admiration in the coldest breast.

I stood on the terrace of the palace of the Cæsars,—on that ancient hill where the Kings of Rome, the heroes of the republic; and the imperial tyrants of the world, had successively triumphed and passed away.

The last horizontal beam of the god of day, darting under the broad shade of the dark pine tree, fell on the shattered ruins at my feet. Eighteen centuries had now almost completed their course since first his radiance had illuminated the golden walls of this magnificent fabric; a thousand years his light had seen them laid in ruins, and still his setting ray seemed to shine with redoubled splendour on the fallen marbles of that proud fane, within which he was once adored.

"Slow sinks, more lovely ere his course be run
O'er *Latium's desert plains*—the setting sun;
Not as in northern climes, obscurely bright,
But one unclouded blaze of living light:
O'er *Rome's proud seat*, oe'r *Tiber's sacred isle*,
The God of Gladness sheds his parting smile;
O'er his own regions lingering loves to shine,
Though there his altars are no more divine."

Transitory as beautiful, the deep glow of the western sky quickly faded away;—the shades of evening rapidly closed around,—no twilight here interposed its meditative hour, but the moon arose with a brightness and beauty unknown to our wintry climate, and the evening star lighted her glowing lamp in the west; as beneath their mingled rays, which trembled through their dark shade of the tall cypresses, we slowly passed along the now forsaken triumphal way, towards the Coliseum. Would that I could describe it to you, as it stood in its ruined loneliness amidst the deserted hills of ancient Rome, surrounded with the remains of overthrown temples, imperial palaces, triumpeal arches, and buried thermæ,—mightly even in decay!

The stile, pale moonbeam fell on the lines of its projecting columns, range, to the lofty attic, in silvery light, leaving the black arches in mysterious darkness.

We passed under the great arch of entrance, crossed the grass-grown area, ascended the long staircases, and traversed the circling corridors. No sound met our ear but the measured tread of our own footsteps, and the whispered murmurs of our own voices. The deep solitude and silence,—the immensity and the ruin of the great fabric that surrounded us, filled our minds with awe; and as we caught the view of the stars appearing and disappearing through the opening arcades—marked the moonbeams illumining the wild range of these lofty walls, and raised our eyes to the beauty of the calm clear firmament above our head, —we could not but remember, that hundreds of ages past, these eternal lights of heaven had shone on the sloping sides of this vast amphitheatre, when they were crowded with thousands of human beings, impacient for the barbarous sports of the rising day,—where now only the wild weeds waved as the night breeze passed over them.

Nature holds her eternal course;—the works of men perish. Earth is strewed over with the mouldering vestiges of his vanity and ambition; and yet, compared with his own little space, how durable are even those mute memorials! How wonderful is the discrepancy between the duration of his works and his own existence. The buildings he raises, the characters he impresses on the page, the colours he spreads on the canvass, the forms he creates in the breathing marble—live; they enjoy a species of immortality on earth, but he passes away like a shadow.

We gazed around us on the gigantic wreck of this mighty fabric; and as we recalled what it had once been;—the long procession of years which had gone by—the silent march of time —the countless generations that had gone down to the dust, rushed forcibly upon her mind. The proud masters of the world were no more; and we, pilgrims from a then despised and barbarous land, were wandering amidst the ruined monuments of their pride and their power, to admire their grandeur, and to mourn over their decay!

We quitted the Coliseum: we passed along the lone track of the Via Sacra, amidst ruined temples, and tottering arches; we beheld before us the once proud capitol; we stood in the Roman Forum. How well did this hour of stillness, when nature itself seemed hushed, accord with this scene of ancient glory! How softly the silver moonbeams fell on the Corinthian columns, and broken porticos of the temples, whose very gods are forgotten! How distinctly its clear light marked the dark decaying marble of that proud sculpture meant to immortalise the triumphs of heroes; and how beautiful its pale and mournful ray harmonised with the mouldering arches sunk in earth, like the deeds they commemorate! I could almost have fancied that I saw Time seated amidst the ruins he had made, mocking at their vanity, as he worked at their destruction. Our thoughts turned upon those over whom he had no power,—for whom there is no monument,—but whose memory is immortal on earth; and we felt, not without emotion, that we stood on the venerable soil where Camillus and Scipio, and Brutus and Cicero had trod. Whilst our heart were touched with feelings such as these, a bell from a distant convent on the Cælian Hill, which tolled to call the friars to their midnight orsons, broke upon the silence of night. At the sound, a figure glided from the shade of the temple of Concord, passed before us like a shadow, and disappeared among the trees. We were something startled at this apparition, which, according to all the rules of romance, should have served as the prelude to some mysterious adventure; but it only served to warn us to go home to bed; and, as it appeared to us no more, nor even condescended to explain why it had appeared at all, you may conceive it to have been a ghost or a man, a monk or an assassin. as best suits your fancy. Farewell.

HELL'S BRIDGE.

BY LEITCH RITCHIE, ESQ.

A deadly feud subsisted, almost from time immemorial, between the families of Pherson, of Bendearg, and Grant, of Cairn, and was handed down "unimpaired" even to the close of the last century. In early times the warlike chiefs of these names found frequent opportunities of testifying their mutual animosity; and few inheritors of the fatal quarrel left this world without having moistened it with the blood of their hereditary enemies. But in our own day the progress of civilization, which has even reached these wild countries—the heart of the North Highlanders—although it could not extinguish entirely the transmitted spirit of revenge, at least kept it within safe bounds, and the feuds of M'Pherson and Grant threaten, in the course of another generation, to die entirely away, or at least to exist only in some vexatious law suits, fostered by the petty jealousies of two men of hostile tempers and contiguous property.

It was not, however, without some ebullitions of ancient fierceness that the flame which had burned for some centuries seemed about to expire. Once, at a meeting of the country gentlemen, a question of privilege arising, Beudearg took occasion to throw out some taunts aimed at his hereditary foe, which the fiery Grant immediately received as the signal of defence, and a challenge was the consequence. The sheriff of the county, however, having received intimation of the affair, put both parties under arrest; till at length, by the persuasions of their friends—not friends by blood—and the representation of the magistrates, they shook hands, and each pledged honor to forget—at least never again to remember in speech or action, the ancient feud of his family. This occurrence was the object at the time much interest in the country side, they rather it seemed to give the lie to the prophecies. of which many a highland family has an ample stock in its traditionary chronicles and which expressly predicted that the enmity of Cairn and Bendearg should only be quenched in blood; and on this seemingly cross grained circumstance some of the young men who had began to be tainted with the heresies of the lowlands, were seen to shake their heads as they reflected on the tales and faith of their ancestors; but the gray haired seers shook theirs still more wisely, and answered with the motto of a noble house—"I bide my time."

There is a narrow pass between two mountains in the neighborhood of Bendearg, well known to the traveller who adventures into those wilds in quest of the savage sublimities of nature. At a little distance it has the appearance of an immense artificial bridge thrown over a wide chasm; but on a nearer approach is seen to be a wall of nature's own masonry, formed of vast and rugged bodies of solid rocks, piled on each other, as if the giant spot of the architect. Its sides are in some places covered with trees of considerable size, and the passenger who has a head steady enough to look down the precipice may see the eyries of birds of prey beneath his feet. The path across is so narrow, that it will not admit of two persons passing along side, and indeed, none but natives, accustomed to the scene from infancy, would attempt the dangerous route at all, though it saves a circuit of three miles. Yet it sometimes happens that two travellers meet in the middle, owing to the curve formed by a pass preventing a view across from either side; and when this is the case one is obliged to lie down while the other creeps over his body.

One day, shortly after the incident above mentioned, a highlander was walking fearlessly along the pass, sometimes bending over to watch the flight of wild birds that built below; detaching a fragment from the top, to see it dashed against the uneven sides and bounding from rock to rock its sound echoing the while like a human voice, and dying in faint and hollow murmers at the bottom. When the highlander gained the loftiest part of the arch, he observed another person coming leisurely from the opposite side, being himself of the patrician order, called out to him to stop; the individual, however, disregarded the command, and the pssengers met face to face on the summit. They were Cairn and Bendearg.

The two hereditary enemies, who would have gloried to have met in mortal strife on a hill side, turned deadly pale at this fatal recounter.

"I was first at the top," said Bendearg, "and called out first, lie down that I may pass over in peace."

"When the Grant prostrates himself before M'Pherson," answered the other, "it must be with a sword driven through his body."

"Turn back, then," said Bendearg, "and repass as you came."

"Go back yourself if you like it, I will not be the first of my name to turn before a M'Pherson." This was their short conference, and the result exactly such as each had anticipated. They then threw their bonnets over the precipice, and advanced with a slow and cautious step towards each other; they were both unarmed. Stretching their limbs like men preparing for a desperate struggle, they planted their feet firmly on the ground, compressed their lips, knit their dark brows, and fixing fierce and watchful eyes on each other, stood thus prepared for the onset.

They both grappled at the same moment, but for some time, being of equal strength, were unable to shift each others position—standing as if fixed to the rock, with suppressed breath and muscles strained, "to the top of their bent," like statues carved out of the solid stone. At length M'Pherson, suddenly removing his right foot, so as to give him greater purchase, stooped his body and bent his enemy with him by main strength, till they both leaned over the precipice, looking downward into the terrible abyss. The contest was as yet doubtful, for Grant had placed his foot firmly on an elevation at the brink, and had equal command of his antagonist; but at this moment M'Pherson sunk slowly on his knee, and while Grant suddenly started back stooping to take the supposed advantage, whirled him over his head into the gulf. M'Pherson himself fell backwards, his body hanging partly over the rock—a fragment gave way beneath him, and he sank further, till catching with a desperate effort at the solid stone above, he regained his footing.

There was a pause of death-like stillness and the bold heart of M'Pherson felt sick and faint. At length, as if compelled unwillingly by some mysterious feeling, he looked down over the precipice. Grant had caught with a death grip by a rugged point of a rock—his enemy was yet almost within his reach! His face was turned upwards, and there was in it horror and despair, but he uttered no word or cry. The next moment he loosed his hold; and the next his brains were dashed out before the eyes of his hereditary foe—the mangled body disappeared among the trees, and its last heavy and hollow sound arose from the bottom.

M'Pherson returned home an altered man. He purchased a commission in the army, and fell bravely in the wars of the Peninsula.

The Gaelic name of the place where this tragedy was acted signifies Hell's Bridge.

Caspar Karlinski.

A POLISH ANECDOTE.

In the course of the sanguinary war which was carried on between the Swedes and the Poles, in the sixteenth century, respecting the rights of Sigismund the III. the King of Poland to the throne of Sweden, the Swedish usurper prepared to invade Poland with the whole force of his kingdom. Sigismund, unable to make head in the field against the overwhelming superiority of the enemy, contended himself with reinforcing the garrison of his frontier towns, and placing in the chief command, warriors of approved courage and fidelity.

Among others the King selected Caspar Karlinski, as one on whom he could safely rely in the emergencies of his situation. He was a noble man then advanced in years, and renowned among his countrymen, not so much for his wealth or his rank, as for the dauntless valor he had frequently displayed in the service of his native land. He willingly obeyed the commands of his sovereign, and repaired immediately to the fortress of Olftzyn, the post assigned to him; for the defence of which he made every preparation that could be dictated by his long tried skill and experience.

A formidable body of the enemy soon made their appearance before Olftzyn, and a threatening summons to surrender, was sent to Karlinski. His answer was—"I will obey no orders but those of my king, and will keep the faith I have pledged to him, untarnished till death." The enemy changed their mode of attack, and made him the most splendid offers; a seat in the senate, the highest rank, and boundless possession, if he would surrender Olftzyn and embrace their party. Karlinski treated their bribes with greater scorn than their threats. The hostile leaders set before him the disproportion of the contending forces, the weakness of his side, and the consequent danger to which he exposed himself by his obstinacy. Karlinski saw only the peril of his country, and remained equally inflexible. Convinced at last of his unbending integrity, and confident of victory, the enemy made a furious attack upon the castle; but through the strength of the walls, the bravery of the besieged, and still more the skill of their gallant commander, they were repulsed with immense slaughter.

The foe were discouraged by this defeat, but still determined on the attempt to gain by stratagem, what negociation and force had alike failed in procuring for them. Every disposition was therefore made, as if they intended another assault. The gallant Karlinski, relying on his good cause, and the bravery of his followers, excited as it was by their recent victory, looked fearlessly to the result of their approaching conflict. The adversary advanced still nearer and nearer, they were already within gun shot of the castle walls, when their front rank unfolded, and an armed man, leading a woman by the hand, with a child in her arms, came forward. The besieged gazed on one another in astonishment at the unexpected appearance, and Karlinski, as if spell bound, remained looking on it for some time in mute amazement—all on a sudden, he uttered a loud cry, and exclaimed, 'Almighty God! it is my son!—my Sigismund!" and fell motionless on the ramparts.

It was indeed his son, whom the enemy had surprised with his nurse and carried away, and had now placed in front of their army: hoping through this expedient, to be able to advance to the castle walls, without being exposed to the fire of the hostile ramparts.

Their cunning was at first successful—the besieged, from their love to their adored commander dared not discharge a single cannon, and the Swedes approached, undisturbed, almost to the foot of the walls, and prepared to scale them. Karlinski, at this moment, recovered his senses, but it was only to suffer a greater anguish. He saw the danger, but no means of averting it without a sacrifice too dreadful to think of. 'I have lost,' he cried out, in a despairing voice, 'seven brave sons in the battle for my country; and is this my last sacrifice still required from me!' A death-like pause ensued, broken only by the cries of the child, whose features now could be distinctly traced, as he was still carried in advance of the onward and moving ranks. Karlinski at last seemed inspired with superhuman strength —he snatched the lighted brand from one of the gunners "God! (he cried) I was a Pole, before I was a father," and with his own hand discharged the gun, which was to be signal for a general volley. A tremendous fire was immediately poured from every battlement, it swept away to death Karlinski's infant and great multitudes of the enemy. The besieged made a vigorous sally, Karlinski was completely victorious, and Olftzyn was delivered.

REPORT, &c.

The committee to whom was referred, on the 9th of December last, so much of the Governor's message as relates to the transportation on, and use of the rail-roads of this Commonwealth, REPORT:

That they have investigated the subject mitted to them, with all the deliberation which it required; and that they herewith submit a bill embracing the result of their inquiries.

The novelty of the subject, and the difficulties which surround it, will at once appear from the fact, that, in the course of their investigations, the committee have met with no parallel case, to which they could look for conclusive information. All the rail-roads in this country, and all those in Great Britain, (so far as your committee know,) are owned by private companies; and no information was within their reach, in relation to the rail-roads on the continent of Europe, which could be available in this case.

Having, therefore, no precedent to guide them, in relation to rail-roads made by a state or government, the committee were obliged to confine themselves to the investigation of the general principles applicable to the case, to the analogies to be derived from the experience of private companies, and to the opinions of enlightened and experienced men.

The first general principle they considered, was, what was the object of these works?—whether intended to benefit a large trade, carried on a long line of public works; or to facilitate the intercourse between points not far distant from each other? Thus the first inquiry is, undoubtedly, was the Philadelphia and Columbia rail-road made to benefit the great trade between the east and west, between the Allegheny and the Lakes on the one side, and the Deleware on the other; or was it chiefly intended for the readier and cheaper transportation to the market of Philadelphia, of the various produce of the rich counties of Chester & Lancaster? After it shall be decided which of these objects is the most important; to the accomplishment of that object, the plan must be made to conform. Upon this point, the committee believe there can be no doubt. The great resources of the state could not have been appealed to; three millions of the public money would not have been expended to facilitate any intercourse of a local and limited character. If a State is ever justifiable in undertaking a great work of this kind, it can only be where the benefits are to be general, and where the advantages of them can be left in the remotest corners of her territory. In looking back to the history of our public improvements, we obtain proof that this was really the object first had in view. The public spirited citizen who for so many years devoted his time and his best abilities to the promotion of the improvement of the State, and who has, in a measure, identified his name with them, appears to have been the first who brought the subject before the Legislature. In H. R. vol. 4. 1826--7, we find that on the 21st of March, Mr. Lehman introduced the following resolution:

"Whereas the State of Maryland has incorporated a company, with a view of intersecting the Pennsylvania canal, for the purpose of conveying the trade of Pennsylvania to Baltimore: And whereas, &c. Therefore,

"Resolved, That the committee on inland navigation and internal improvement, be instructed to consider the expediency of requiring the board of canal commissioners to make suitable examinations, within the present year, with a view to the aforesaid objects, and to make report early in the ensuing session of the Legislature; and also to make report in relation to the practicability and probable cost of a rail-way along the valley of the Susquehanna, from the Pennsylvania canal to Columbia, and from thence through the City of Lancaster to Philadelphia.

And in their report in December 28, 1827, the canal commissioners observe, that they believe that a communication from Columbia, by rail-way, to Philadelphia, is decidedly preferable.—Regarding this rail-way as an important feature in the system of improvement, they have been gratified to find, that from the bank of the Susquehanna, (for surmounting which a stationary engine will be required,) the limit of graduation for locomotive machinery, may be preserved the whole distance to the city of Philadelphia.

Thus, it is evident that this road was undertaken with a view, principally, to facilitate the great eastern and western trade, and that no system should be adopted which can, in any manner, impair its usefulness in this respect—that the great object being the reduction of the price of transportation for heavy and bulky articles of comparatively little intrinsic value, but carried from remote parts of the State, no regulation should be made which may in the least create a tax upon this trade, by increasing the price of transportation upon the rail-road. It believes the Legislature to bear in mind, that the lumber, the coal, the iron, the grain, the flour, the whiskey, the salt, &c. &c. of the west, are all articles of comparatively low price, many of which now struggle with difficulty in the port of Philadelphia, against the importations from eastern or transatlantic ports—and that any regulation tending to check or to impede transportation, or to raise the price of freights, is a direct tax upon the trade, upon the industry, whether agricultural, commercial or manufacturing, of Pennsylvania, injuring our means of competition with foreign industry, both at home and abroad. It is a bounty given to the foreigner, without any equivalent to ourselves. Let us, therefore, in the system of management of our road, discard every prejudice, whether resulting from preconceived ideas, or from local interests, and view the question in its broadest light, as one affecting the whole industry of Pennsylvania.

The great objects of transportation, are economy, rapidity, and certainty; and to these three items, all others should be made to yield.

Applying these principles, we shall next inquire—

1. What kind of power should be used on the road?

2. Whether it should be a highroad or not?

3. By whom the motive power should be owned?

4. By whom the cars should be owned?

After which, we shall be able to arrive at safe conclusions, as to the provisions of a law to regulate transportation on our roads.

The first question is, as to the power? Two kinds may be used, animal or mechanical—horse or steam power. If we examine the profile of the Columbia rail-road, we will find its grade constantly varying; part of it ascending and another part descending; varying through every grade, from a dead level to an inclination of forty-five feet per mile. This naturally leads us to the conclusion, that the power must be such that it should pass with equal facility (though with varying rapidity) through all the changes of grade, of an ascent of forty-five feet per mile, or a descent of the same steepness—and it is evident that no horse power can effect this. He cannot drag up hill the same weight that he can draw down hill, unless the load be much less than a maximum, in which case there is great loss of power, and great additional expense. It has been suggested that the power might be increased, by having spare horses stationed along the line, at such points as would present additional resistance—but this is inapplicable in a road presenting so many and such varieties of grade as the Columbia rail-road.

Again—It is well known that scarcely can two horses be found possessed of the same speed; all the horses must be made, however, to travel at an uniform rate upon a rail-road, and as the load cannot be shifted according to the ever varying strength of each, it follows that the average will occasion great injury to the weaker horses, while the stronger ones will not work at their maximum of strength, which of course produces an additional expenditure.

This evil is more sensibly felt in proportion to the increased length of the road; as the engine (while supplied with fuel and water, and well oiled,) continues to work for any reasonable time with injury or impairment of its effect, while the power of the horse is constantly impaired by the fatigue of his muscles, until at last it becomes necessary to relieve him, which occasions much loss of time. In point of speed, likewise, great advantages are derived from the use of locomotives, since their rate of travelling on such a line as the Columbia road, with the heaviest loads, need not be under ten miles an hour, while a horse should not, when loaded, travel faster than two and a half miles, to produce his maximum of effect.

Reasoning from analogy and theory, we conclude that horse power should not be used where locomotive engines can work with safety. Experience confirms this position.

There is scarcely a rail-road of any extent, admitting the use of steam power, in which it is not chiefly or wholly used. In England, the Liverpool and Manchester, the Stockton and Darlington rail-road, and others, the St. Etienne and Lyons road in France. In the United States, we have as instances, the Baltimore and Ohio, the Baltimore and Susquehanna in Maryland, the Petersburg and Roanoke in Virginia, the Charleston and Hamburg in South Carolina, the New Castle and Frenchtown in Delaware, the Camden and Amboy in New Jersey, the Hudson and Mohawk, and Schenectady and Saratoga rail-roads in New York, and in our own State the Philadelphia, Germantown and Norristown rail-road and the little Schuylkill rail-road, on almost all of which, horse power was at first used, and on which it has since been in part or wholly replaced by locomotive engines, with great advantage. It is understood that on all these roads, engines will be used exclusively in preference to horses, as soon as the necessary arrangements can be made to dispense with the latter.

Upon this point, the committe are also permitted to refer more at large to the experience obtained on a road in this Commonwealth, upon which a large trade was carried last summer, and experiments carefully made with a view to ascertain the comparative expense of transportation by engines and by horse power, and in which there was a decided advantage in favour of the former, even after making large allowances for the expense of repair to the road and of deterioration to the engines. Although the committee would not feel themselves at liberty to exhibit in a report of this kind, facts which were communicated to them for their own information, in relation to the operations of a private company, they are enabled to state, that after making all reasonable allowances, the expense by horse power is at least one-third greater than that by engines, and that after the improvements suggested by experience shall be introduced, the economy will probably be much greater. The road does not suffer materially from the use of the engines, and the transportation is more regular systematic, and under controul.

The opinions of experienced men have been obtained upon this point, and while it would be easy to adduce the authority of many persons, they will be satisfied with referring the House to the letter of Moncure Robinson, Esq addressed to a committee of this House, last year, and which is attached to this report, as to the opinion of the canal commissioners, &

expressed in a special report lately made to the Senate.

The single item of economy in the making and keeping in repair of the horse path on sixty miles of double track, is estimated by the canal commissioners at eighty-five thousand dollars; and the annual expense of repair of horse path, is estimated by Mr. Gay, at three hundred dollars per mile per annum, or a yearly expenditure of upwards of twenty-five thousand dollars, which will be rendered entirely unnecessary by the use of steam power.

Nor is there any reason to apprehend that the curves on the Columbia rail-road will interfere with the security of engines, as the curves between the two planes are larger than those on other roads upon which such engines are successfully used.

The next enquiry is, whether they should be considered as high roads or not! The committee come to the conclusion, that the high way principle is entirely inapplicable on a road upon which a large trade is intended to pass, and that the exclusive use of locomotive engines makes it inexpedient as well as improper to open it as a high road. Upon this point, the committee are aware that an impression has existed with many, that the high way principle is the old and established system, and that the attempt to restrict it, is an innovation. This is entirely an erroneous impression. If rail-roads were in every respect analogous to turnpike roads or canals, the opinion might be correct; but differing as they do entirely in their construction and use, the position is untenable. We are, on the contrary, justified in asserting, that no rail-road of any great length, or of any great travel, has been considered as a highway. In England, all the rail-roads in use, except the Surry and Croydell, are used exclusively by the companies that own them. It has not been in our power to procure the charters of many of the rail-road companies of this State, but we can cite many in which the exclusive principle is distinctly admitted; and these will be found to include most if not all those which are now extensively used: such for instance as the Baltimore and Ohio, and the Baltimore and Susquehanna rail-roads, the New Castle and Frenchtown, the Petersburg, the Chesterfield, the Charleston and Hamburg, the Mohawk and Hudson, the Saratoga and Schenectady, &c. &c. Moreover, the same principle is distinctly recognized in the Mad River and Lake Erie rail-road company's charter, and in several others before us. We are therefore warranted in the assertion, that the legislation, not only in Great Britain, but also in New York, Ohio, Delaware, Maryland, Virginia, and South Carolina, distinctly recognize the impossibility of admitting the high way principle. The committee refer the House to the previously published opinions of the canal commissioners, of Mr. Gay, &c. and would chiefly invite the attention of the House to Mr. Robinson's opinion. In practice, there is no road of any length, which has been found to answer on the high way principle. The best instance is unquestionably the Minehill and Schuylkill Haven rail-road, whose length however is only ten and a half miles; and which being used only for a descending coal trade, horse powers offers no analogy with a great State improvement like the Pennsylvania rail-roads. In England, we know of but one road that is a high way—it is the Surry and Croydell, which is a tram road, (not a rail-road,) and which has never been either productive or valuable.

On the highway principle, it would be impossible to secure a constant, expeditious and cheap transportation for all goods coming to Columbia. Transporting companies might probably be formed, who would attempt to carry the whole produce from Pittsburg to Philadelphia, and whose object and interest it would be to drive off all competition. The great outlay of money required to keep up a constant line of engines and cars on the road, would soon throw the business into very few hands, over whom there would be neither check nor controul. All the evils of a monopoly would exist without any of its advantages; while all the evils of competition might still continue—an occasional understanding between companies would produce great fluctuations in the prices of freight and transportation, coming on suddenly and taking the distant merchant unawares. This is not a gratuitous supposition—we have seen these fluctuations upon every highway in the United States. The accidents which occasionally occur on our turnpike roads, by the racing of stage coaches, would recur with the more frequency on our rail-roads, on account of the greater dangers resulting from carelessness or inattention. The strictest police could not guard against them; as it would be impossible to determine, with precision, the causes of accidents and the persons through whose agency they had ocurred. Instances might be mentioned, from the personal experience of your committee, in which trains of cars travelling in the same direction, on the same road, and belonging to the same owners, have, by the inattention of their drivers, been suddenly brought into contact, occasioning loss of property and death to horses, or damage to engines. Such cases are more likely to occur where the property would be owned by different individuals.

An attempt at a strict police, on a highway, would be in truth ineffectual; but it would be attended with a great deal of petty litigation, of heart-burning, of real or alledged injustice or oppression.

By placing the business under one management, the utmost economy could be obtained; and of course the trade of Pennsylvania would be benefitted, and the travel on the road greatly increased.

Having come to the conclusion that the use of horses ought not to be permitted, and that the highway principle is inadmissable; the committee proceed to inquire, in the third place, by whom should the motive power be owned! Two plans have been offered, both deserving of great consideration.—The one, to place it in the hands of the agents of the State; the other, to farm it out to contractors. At the first blush, it would seem that the former were the more desirable. It strikes the attention, as the fairer and the more efficient mode: that which keeps the controul of the road most in the power of the State. If there must be a monopoly, all would be disposed to yield it rather to the State than to an individual. But the advantages are rather apparent than real—the plan is more plausible than substantially good. On the continent of Europe, all agencies of an analogous character are in the hands of government; in Great Britain, they have with more propriety been placed in those of a contractor; and in this country we have, in cases nearly parallel, found great advantage in farming out such undertakings. No better instance can be found, than in the post-office department. It was soon found, however, that all the advantages resulting therefrom, would more readily attend short contracts, say for four years there is more economy. Individuals working on their own account, under a strict supervision, are obliged to pay more attention to it than could be obtained from salaried officers. The difficulty of the selection of proper officers, the dangers from an increase of patronage, the want of a balancing or checking power to prevent injustice, are among a few of the evils incident to the conferring this duty upon salaried officers. For such men, there would be no motive (exclusive of a sense of duty) to produce an increase of travel on the road; since the more frequently it was used, the greater would be their duties, without any additional compensation.

With a contractor, the case would be different.—To him the increased travel or transportation would be a source of increased gain. It would be his duty to procure assistance on the best terms, and of the best kind. His own interest would soon satisfy him that no imperfect cars or engines, no new and untried inventions, green from the brain of the inventor, could be advantageously applied on such a road. In the hands of such a contractor, it would become a matter of business, not of experiment. Closely superintended in the execution of his contract, by a proper officer appointed by the canal commissioners, under the sanction of the Governor, there would be every desirable security for the proper use of the road. The State Engineer would act as an umpire between the public and the contractor, and his decision might be with or without appeal. In order to make this plan unexceptionable, it merely requires that the duties of the contractor should be carefully pointed out to him, and that the execution of the contract should be strictly enforced. The amount to be charged per ton per mile, for all kinds of goods, being specified in the contract, and he being bound to carry it for all on the same terms, a maximum price of transportation might be obtained, advantageous to the whole State. Having the exclusive use of the road, it would be made his duty to keep a register, in which all goods should be entered, in the order in which they were presented for transportation; and he should be bound to transport them in the same order, and within a certain time fixed in the contract; which would insure impartiality and celerity to the transportation of goods! Any neglect or omission would be reported to the engineer, whose duty it would be to see justice done, and the contract duly executed, or the penalties thereof enforced.

There is in such a contract, offered to the highest bidder and open to all applicants, no injustice or hardship at the community at large. It is consulting the public good, to establish such regulations as will make the road most useful. Such a contract would be analogous to a mail contract, of which no one complains as an arbitrary measure of Government. There is as yet no common law in relation to the use of rail-roads—there can be no rights acquired at common law to provide for. The State has made a rail-road at an immense expense, and has a right to say in what manner it shall be used.

4. The next question is, by whom the cars should be owned? It has been recommended, and from respectable sources, that while the motive power could not be in the hands of every one, the cars might be owned by individuals. This the committee regret to dissent from. Nothing could be more unjust, than to throw either upon the Commonwealth or upon individuals, the expense of dragging cars which were not made of the best materials or in the best manner. Any one acquainted with rail-roads and cars, must know that the power required to draw one car, sometimes is two or three times as great as that required for a car of apparently similar construction, and coming out of the same shop. If the cars belong to the owner of the motive power, it will be his interest to find out and correct the deficiency of the hard running car—but if they belong to individuals, no such interest exists; and provided the inspection on the road can be passed, each will be anxious to make cars after his his own peculiar notions of economy or fitness. The inspection of a car, when finished, is not an easy thing—nor can it be a satisfactory one, unless it be taken to pieces. It must be an inspection of parts; an inspection of materials before they are used; an inspection of workmanship as it proceeds in the shop, which can alone insure a good running car. If the owner of the motive power also own the cars, he may have his own shops, his own foreman and insure a proper construction of cars.

Again, nothing is more injurious to a road than a badly running car. It may press against the curves—it may injure the rails, &c. If the cars belong to the owner of the motive power, the inspection and control of the state engineer becomes easier and more effective; but if his attention be divided by numberless petty workshops along the road, his superintendence must of course be less efficient. Again, suppose an accident occurs in the breaking of an axle or wheel, on the road, while travelling at great rapidity with steam power, on whom is the loss to fall? It may have resulted from the wilful use of inferior, but cheaper materials, which the sordid economy or ignorance of the maker of a car, may have told him was 'strong enough' for the purpose, while no other person would have thought of using it. Such accidents may occur—much property may be injured—lives may be lost—the road materially impaired—while the unconscious individual was merely trying an experiment as to the sufficiency of some iron in his shop.

If the cars belong to the owners of the motive power, there is a remedy. Let him be made by his contract, the insurer for the safe delivery of all goods entrusted to his care—the insurer against all risks whatever, whether from accidents of the engines, from combustion of the goods, from damages by the breaking of cars, from robberies or neglect on the road. It will be his interest then to avoid such accidents.

Such are the general principles which in the opinion of the committee should guide in making a contract of this kind. The duration of the contract is a matter of doubt; they have fixed it at the shortest possible period, say three years, with a clause, that if at the expiration of that time a new contractor should out-bid the former, or if the State should refuse to continue to let the road out, then the new contractor or the State should be bound to take the property in the possession of the contractor, such as engines, cars, &c., at a fair valuation appraisement, if he should so require it. Such terms are in all mail contracts, and present no novelty.

Were the road finished and of established character, and could we hope to get at once good proposals for it, the committee would cheerfully have extended the lease; but as the first term must necessarily be an experimental one, it has been thought best to make it as short as possible, consistent with obtaining any bids. The committee doubt not that there is already forming, in this country, a class of men experienced in the use of rail-roads, who, backed by some friends, will become regular bidders for such contracts hereafter, in the same manner that a class of experienced and respectable mail contractors has been formed in every part of the country. While we admit the propriety of having almost all public works done by contract, as being the cheapest, most efficient, and most satisfactory manner; the committee do not see why the use of rail-roads alone, should be exempted from this system.

The bill which they herewith report, differs but little from that reported by a select committee, and which passed this House last year, but was lost in Senate, from the lateness of the season.

It makes it the duty of the Governor to advertise for proposals, and should he receive satisfactory ones, to execute a contract for the use of the road, with the highest and best bidder—the terms of the contract to be previously prepared by an experienced engineer, to be appointed by the canal commissioners, and to be thrown into proper legal form by the Attorney General; the whole being revised and approved of by the Governor. Should the Governor, however, receive no satisfactory bids, (of which he is left the sole judge,) then he to appoint one or more agents of transportation, whose duty it will be to provide the necessary engines, cars, &c. and attend to the transportation, on such terms as the canal commissioners, under the direction of the Governor, shall fix and determine.

In the meanwhile, the bill authorizes the canal commissioners to consult some experienced rail-road engineer, as to the location of water stations, warehouses, &c., and under his direction to cause the same to be erected; and also authorizes them to purchase or contract at once for the manufacture of six locomotive engines, to be completed as soon as possible, and which, when completed, they are to transfer to the contractor at cost, should any contract be made.

The committee were aware of all the difficulties with which the subject is beset, and they have endeavoured to steer clear of the most formidable ones. They have trusted to experience, wherever its results could be obtained. They have consulted the most eminent engineers in the country, and they now submit the whole subject to the attention of the Legislature, conscious that as no perfect scheme can be devised at first, it is best to adopt, in the outset, such a plan as, in its future modifications, will involve least sacrifice of private property, and fewer claims for remuneration for damages to the same.

APPENDIX.

Letter from Moncure Robinson, Esq. to Wm. H. Keating, *Chairman, &c. dated Harrisburg, February* 21, 1833.

Sir:—I have received your letter of yesterday, and with pleasure present the following reply to the questions proposed by the committee.

The first inquiry is, "on roads of the length and undulating character of the Philadelphia and Columbia rail-road, or connecting two lines of canal, like the Allegheny Portage rail-road, what are the relative advantages of transportation by horse power, or by locomotive engines?"

When the profile of a rail-road is undulating, unless its grades, or ascent and descents are very *short*, the useful effect of a horse is materially impaired. In other words, although in descents the force exerted by him may be but trifling, he cannot, in consequence, draw a proportionably large load on ascents. With locomotive power, the diminution in useful effect is by no means in a corresponding ratio; and provided the graduation of a rail-road be not at any point too steep to admit of an engine urging on its load by the adhesion of its wheels, a large proportion of what would be its useful effect on a level, may be had.—The engine, on ascents, travelling at a slower rate under an increased stress; on levels or on descents, exerting any disposable force in attaining a higher speed.

When a line of rail-road is not only undulating, but a long one, the superiority of locomotive power becomes more decided. The loss of time and waste of steam in starting and stopping, become relatively of less moment, and the saving in time, by the superior velocity which locomotives enable us to attain, becomes more important. In the case of the Columbia and Philadelphia rail-road, for example, four days would probably be required, with horse power, for the transportation of merchandise and produce between Columbia and Philadelphia. With locomotive power, the trips may be made with entire ease and safety, in six hours, including stoppages. Supposing the cost of transportation to be the same with either power, a large accommodation would be afforded to the public, in the greatly increased speed of transportation. Persons coming to Columbia with their produce, would have it in their power to travel with it to Philadelphia, and to attend personally to its disposition, without any sacrifice of time; and to the community generally, facilities in intercourse and travel, and in the transportation of the mail, would be afforded, which can scarcely be appreciated until they have been realized.

There is no *peculiar* reason for using locomotive power on rail-roads connecting lines of canal, except that the trade on such lines is, from many causes, more irregular and uncertain than on continuous rail-roads, and that the use of locomotive power, so far as the profile of the rail-road may justify its introduction, enables us to provide an extra power to meet any exigencies of the trade; without incurring any further expense, when the engines may be unemployed, than the interest on their cost.

The next inquiry of the committee is, "would it, in your opinion, be practicable, by a rigid enforcement of by-laws and regulations, to make either of those roads (connected, as they are, with the lines of canals,) valuable as a public highway to the State, and to the districts of country which they are intended to accommodate?"

In reply, I would observe, that I do not think it can often be advisable to make any rail-road, however short, a public highway; because, a company possessing an exclusive privilege of transportation, and bound to transport whatever may be offered it, may accommodate any given amount of trade, with a smaller disbursement for power, whether that power be locomotives or horses, and a smaller investment in cars and carriages, than would be required to insure the same amount of accommodation to the public, if transportation be effected by common carriers or individuals.—A few considerations will suffice to make this apparent. Suppose the business of transportation placed in the hands of a company, the whole amount of trade on a rail-road ascertained, and the maximum transportation required in a given period, known. A sufficient amount of power, and an adequate number of cars and carriages may be procured, *and no more*. The necessary shops being erected, and skilful workmen provided for repairs, these last are effected economically, promptly and properly. Presuming the capital invested to be diminished, and the power employed, the number of persons occupied, and the expenditure incurred for repairs to be lessened, the cost of transportation may obviously be reduced; and a company, although bound to transport, without the least delay, every thing which may be offered it on a rail-road, may afford to do so at a lower rate than individuals possibly can.

If, however, locomotive power be looked to on the Philadelphia and Columbia rail-road, (and the reasons in its favour appear, from what has been said, to be decisive,) it seems to follow, necessarily, that the rail-road cannot be a public highway. Setting aside the difficulties, and, I might add, the impracticability of adopting such a police and enforcing such by-laws and regulations as would in that case be necessary, other considerations lead to the conclusion that, even were it practicable, there would be no advantage in transportation by locomotives on a public highway.

To make use of locomotives on a line of rail-road, it is necessary that an adequate number of engines should be provided, to guard against danger of delay from accidents or other causes; that ware-houses, depots, engine sheds, and water stations should be erected; that there should be shops with competent workmen, at different points on the line of rail-road, to effect repairs without delay, and to keep the engines, cars, and other vehicles used on it, in the most perfect order. It is evident that no individual would be willing to make the permanent disbursements necessary to effect transportation advantageously with this description of a power, on a rail-road entirely open; that if attempted at all, it would necessarily be also a charge to the producer or owner, which would not be necessary under such a system as would afford to an individual or a company, a guarantee of a regular and permanent business, correspondent to the outlay which would be necessary to accommodate it effectually.

Different, but not less forcible reasons, make it, in my opinion, very unadvisable to leave it to private competition to provide the means of transportation on the Allegheny Portage.—These reasons are given in some detail, in a report which I had the honour to make to the board of canal commissioners, in December, 1829, and to which I beg leave to refer the committee. It is true that, on the Portage, the same advantage can scarcely be expected from the use of locomotive power, as on the Philadelphia and Columbia rail-road; but on the other hand, if the views taken in that report be correct, a large diminution may be made in the amount of stationary and locomotive power, and in the number of horses which would be requisite, and an accommodation given to an irregular trade, which could not be effected by leaving it open to the principle of private competition.

A view was taken in the report referred to, which it may be proper to express in more detail—this is, "that should transportation on the proposed rail-roads be effected by agents or responsible lessees of the Commonwealth, the objections which have been made to the Pennsylvania line of communication, as presenting, in its portage, dangers of delay and uncertainty, may be in a great measure avoided."

Should the rail-roads in question be public highways, it is not believed that any competition would insure an adequate amount of power, and a sufficient number of cars for transportation, to avoid delay during those seasons of the year when the trade on the canals would be most active; and if it were otherwise, as there can be no obligation on any particular carrier to transport what might be offered him, it would be necessary for an owner sending produce or merchandize by the canal, to accompany it, or to engage the services of an agent on whom he could depend, at the point of transhipment, to forward it. It would be otherwise, under either of the arrangements which have been suggested; it would be only necessary, in either case, to consign it to the care of the transporting agent at Columbia, or at either of the points of termination of the Allegheny Portage, as the case might be, and the articles consigned would, as a matter of course, be forwarded without delay or risk, to the proper address.

The perfect facility and certainty which may be given to the largest business, under the arrangement proposed, may be judged of from the accommodation afforded by the Manchester and Liverpool rail-road. On that rail-road, a trade and travel so far unexampled, and certainly beyond what may be anticipated for many years on any line of rail-road in this country, are accommodated daily without the least delay, interruption or embarrassment, on two tracks of rails; and the line (to use the expression of the board of directors) appears ordinarily "almost a desert." Indeed, under proper regulations, their appears to be no limit to the business which a double track of rail-road, under proper regulations, can accommodate.—In this respect, the most spacious canal cannot compare with it, because the capability of this last is necessarily limited by the number of boats which can be passed through its lock of greatest lift in a given time. It is not, however, hazarding too much to say, that with trade very inconsiderable in comparison with the present trade of the Manchester and Liverpool rail-road, the most serious embarrassments might be anticipated, on a rail-road on which transportation should be effected by individuals.

The third inquiry of the committee is, "would you recommend that the Commonwealth, by its officers, should become the transporter; or that the improvement should be leased for a term of years to a company, that should be bound to transport at certain specified rates of toll and transportation?"

I should think the latter plan the more advisable. I can entertain no doubt that, after a very short period, an estimate, sufficiently accurate, of the amount of trade on each of the two rail-roads, might be made, to admit of an arrangement between the Commonwealth and a transporting company, which would be fair and equitable; and if certain rates of toll and transportation were fixed on by the proper authority, that proposals would be made by a sufficient number of responsible individuals, or associations, for the privilege of transportation, to insure a fair compensation to the Commonwealth for the use of its rail-roads, and the most complete accommodation to the public.—It would be desirable, that as much time as possible should be afforded to responsible individuals or associations, who might be disposed to submit proposals, to make the necessary inquiry and investigations, and to enable the agents of the Commonwealth to act advisedly in any arrangement which might be entered into. No delay in the use of the rail-roads, as soon as any considerable portion of either of them was in readiness, need result from this cause. The officers of the Commonwealth might proceed to procure the necessary locomotive engines, cars and carriages, and to make all other arrangements, in the same manner as if the Commonwealth were to be the transporter. If an arrangement was made with a transporting company, the engines and cars, if of suitable construction, would be received of the Commonwealth without loss. If no disposition was made of the rail-roads, the agents of the Commonwealth would then be prepared to effect the transportation of passengers and merchandize, at the earliest moment after the roads, or any productive portions of them, were in readiness.

The fourth inquiry of the committee is, in the event of a lease to a transporting company, "what would be necessary, on the part of the Commonwealth, beyond the completion of the rail-roads, and what precautions should be taken to insure their preservation!"

This inquiry has been in part answered in what has already been said. In order to accommodate the trade on two important lines of rail-road, constructed by the Commonwealth, extensive warehouses would be necessary at the points of termination of the Philadelphia and Columbia, and Allegheny Portage rail-roads, and probably others of a smaller size at many points on the line of the former. Workshops for the purpose of repairing both engines and cars, and water stations and engine sheds, would be necessary on each line. An adequate provision, in these respects, might be made by the Commonwealth in the first instance, with a view to more extensive arrangements, as the trade might require them.

In order to insure the preservation of the rail-roads, it might be made the duty of the transporting company on each road, to keep the line of rail-road in good order, with permission to make such extensions, in the way of turn-outs, turning platforms, warehouses, and repairing shops, as experience might shew to be necessary. Or an officer of the Commonwealth might be kept on each rail-road, for the purpose of making such repairs and extensions.

In the former case, a company would, of course, expect any necessary disbursements for repairs of the rail-road, or extensions, to be an offset in the payment of its annual dues. It would therefore be proper for the Commonwealth to guard against unnecessary or injudicious expenditure, by providing that no claims for repairs or extensions should be paid, unless the expenditure were made on the authority of some engineer of standing, and except on his certificate that the same had been judiciously made; or, the disbursements made by a company might be submitted annually to such an engineer, and subjected to any deductions which he might deem reasonable.

I believe, sir, that I have now replied to the different queries of the committee. I fear I may not have explained my views as clearly as I would have wished.—I must plead, as my apology for the hasty manner in which they are presented, the necessity of leaving Harrisburg to-morrow morning, and the little time consequently at my disposal. Such as they are, they are with great pleasure submitted; and I shall be gratified if they should prove of use to the committee in the investigation they are making.

I have the honour to be,
Very respectfully,
Your obedient servant,
M. ROBINSON.

New Religion.

Mr. Carne's account of the new religion Momierism, its early persecution, and its spreading growth, is very interesting. It resembles some of our sects at home; men and women of every rank meet in equality; a preacher exhorts the assembly; and they, if so moved, confess their doubts, hopes, and sentiments, in the face of the Assembly. The author seems to partake of their excitement and enthusiasm; for he says: "This system of the Momiers, though perfectly simple, is concentrated and strong, and bears with the very elements of success and victory. No lofty or peculiar revelations are claimed; no member is exalted high above the rest for surprise or imitation; but the minister and the poorest of the people, the *avocal* and the *paysan*, the lady and the washerwoman, all meet alike on the same kindred soil, drink of the same fountain of inspiration on a footing of perfect equality, speak of their hopes, fears and triumphs, with mutual sympathy and mutual kindness. All feel that they are embarked on the same troubled but excited course, that the same tide wafts them on for good or ill; for the system is a purely spiritual one, and also an eminently social one. The interests of the society are admirably served by the private and earnest visits of the female members to families and individuals; they enter with an air of perfect simplicity, and, being seated, commence a touching and earnest address on the subject of their best and highest interests. Two or three of their books and pamphlets are not forgotten, and are placed in the hands of the hearer.—They have already their own hymn books; many of the pieces are of original composition, and do no discredit to the genius of the composer; and treatises also, explanatory of their sentiments, touching on the darkness that shrouds too much of the land, the supineness that lulls the spirit of its people, and so on. No Quaker, however, can be more unassuming or persevering than these female disciples, whom the rest of the natives call Quixotes, and regard with dislike; but if success is the test of a good cause, they have it, and will reap it in future days still more abundantly. The dry, cold, and comfortless system fails every day before these humble but untiring and determined innovators—the Socinianism that has thrown its blasting shadow over the shores of the lake begins to give way before the sure yet noiseless march of the obscure Momiers.—A few years more, and they will, most probably, be a powerful and flourishing body of people.—[Carne's Letters from Switzerland, in the Literary Gazette.

Women at Twenty-One.

When a young girl reaches the age of 15 or 16 years, she begins to think of the mysterious subject of matrimony; a state, the delights of which her youthful imagination shadows forth

in the most captivating forms. It is made the the topic of light and incidental discourse among her companions, and it is recurred to with increasing interest every time it is brought upon the tapis. When she grows a little older, she ceases to smatter about matrimony, and thinks more intently on the all important subject. In engrosses her thoughts by day and her dreams by night; and she pictures to hertures to herself the felicity of being wedded to the youth for whom she cherishes a secret but consuming flame. She surveys herself in the mirror, and, as it generally tells "a flattering tale," she turns from it with a pleasing conviction, that her beauty will enable her to conquer the heart of the most obdurate, and that whoever else may die in a state of "single blessedness," she is destined to become. ere many years roll by, a happy bride. From the age of 18 to 20 is "the very witching time" of female life. During that period the female heart is more susceptible to the soft and tender influence of love than at any other; and we appeal to our fair reeders to say, whether, if inclination was alone consulted in the business, more marriages would not take place, during that ticklish season, than in any in which it is preceded or followed. It is the grand climax of love; and she who passes it, without entering into the state of matrimony, may chance to pass several years of life ere she is caught in the meshes of Hymen. The truth is, that the majority of women begin to be more thoughtful when they have turned the age of 20. The giddiness of the girl gives place to the sobriety of the woman. Frivolity is succeeded by reflection; and reason reigns where passion previously held undisputed sway. The care and the anxieties of life press themselves more palpably; they tend to weaken the effect of the sanguine anticipation of unmingled felicity in the marriage state which the mind had formed in its youthful day dreams. In short, to use a common phrase, women, after 20, "look before they leap." [The last assertion is somewhat apocryphal.]

THE ADVOCATE.

Thursday, April 3, 1834.

Early Rising.

As a sequel to our remarks on this subject which were made in our last number, we subjoin some account of individuals to whose habits of early rising the world is indebted for much that is valuable. Sir Walter Scott employed the hours gained by early rising in writing those numerous volumes which have so delighted and astonished the world. Paley the author of the "Moral Philosophy" &c. was an early riser. Buffon, the celebrated natural historian, declared that it was to this habit that the world was indebted for his celebrated work on natural history. Linnæus the great Swedish botanist rose at 4 o'clock. Sir Thomas Moore wrote his "Utopia" by stealing time from his sleep and meals. Bishop Burnet commenced his studies at 4 o'clock. Lord John Harvey seized the early hours of the day when the rest of the world was hushed in sleep, to prosecute his studies. Dr. Doddridge wrote the most of his valuable works in the mornings. Zimmerman, the author of the treatise on solitude, was in the habit of writing several hours before he began his professional business. Bishop Horne, John Wesley, Dr. Kipps, Dr. Adam, Bishop Jewell, Dr. Franklin, Dr. Priestley, Sir Matthew Hale, Dr. Parkhurst, were all pre-eminently early risers.

Most of the names which have been handed down as illustrious in history, were such as practised this habit. It is conducive to health, it improves the mental powers, and adds to the beauty of the person. Ladies who wish to preserve the bloom on their cheeks untouched, should leave their bed's with the sun. "Retire early and rise early," is the golden rule. Much time will, in this way, be redeemed, much money saved, and much health gained.

By our advertising column it will be seen that the Marietta Temperance Society will hold a meeting on Tuesday evening next in the lower Church; George Washington Barton and John K. Findlay, Esquires, of Lancaster, will be present and deliver addresses on the occasion. There is no association more disinterested in its operation and more catholic in its principles than is the Temperance Society. It asks no man's money but solicits every man's influence.

Governor Wolf has been very ill, but is now recovering.

General Lafayette at the last European advices, was announced to be dangerously sick, but was better.

The latest arrivals from Europe state that in Spain Don Pedro is gaining ground, while the cause of Don Miguel was considered hopeless.

The Duke of Wellington has been installed Chancellor of the University of Oxford.

The Lancaster Intelligencer of Tuesday says that a single tract of the Columbia and Philadelphia Rail Road from Lancaster to Columbia is completed, and in full operation.—Three horse cars with passengers, and a band of music left that place on Monday at 10 o'clock, and reached Columbia a distance of 12 miles by the rail road, in an hour and a quarter. On Tuesday a Locomotive was placed upon the road.

We give to-day Mr. Keating's Report on Rail Ways. Our readers must judge for themselves, of its deserts.

The fitful month of April has been ushered in with its usual alterations of shower and sunshine. To day the blue sky, the mild breeze, and the singing birds invite us to enjoyment, while to-morrow, clouds and chilling winds may chase away all the light and beauty. April is the coquette of months—at one moment she is all laughter and promise, and the next moment an angry pouting vixen.—There is no dependence to be placed in her.

A number of Arks and Rafts have arrived during the past week. The river is not sufficiently high for very good boating.

FROM THE PORTLAND COURIER.

The Hypochondriac.

A scene from life.—An honest Jonathan, not a hundred miles from Portland, was blest with a wife who took it into her head to fancy from time to time, that she was any thing and every thing rather than the identical wife of said Jonathan. This state of things continued from year to year, and she began to fancy at last, that she was dead, or dying. Many and many was the time our good Jonathan was summoned from the field to hear the last request, and witness the last sigh of his dying wife. But still she did not die. He always took these things very moderately, carefully putting up whatever farming utensils he might be using, and walking deliberately and slowly to her bed side, and listening patiently to whatever she might say, solemnly promising to obey all her requests, and fulfil her desires to the letter. He firmly believed his wife was in some way or other bewitched, how he could not tell, and the idea of a cure never entered his brain. He thought it likely she must die sometime or other, and further he never troubled himself about it. This insensibility was far from being agreeable to his sensitive wife, who often rated him soundly upon his stupidity, her own anger for the time effecting a cure.—At length the poor woman came to the solemn conviction that her time was indeed come. She put her house in order. The bonnets and caps of the children were trimmed with black. Her husband's Sunday hat was brought forward and ornamented with a broad solemn weed.—Her own clothing was all deposited in the "chest of draws" and locked up, the key to be left in her pocket. The yarn for a web of "full cloth" was ordered to be sent over to Jane Styles, who would prepare it for the mill; when it was afterwards to be cut into comfortable garments for the family the coming winter. The good woman superintended every thing with the greatest composure and solemnity.—When every thing was prepared, she adjusted her cap, and a tear in her eye, she composed herself in bed; giving directions for her husband and children and workmen to be summoned around her. This done, she addressed each separately, giving them appropriate advice, and then dismissed them, that she might in secret give her parting injunctions to her husband. When left alone, she called to his memory her own many acts of conjugal tenderness, spoke of her children as a mother in like circumstances might be supposed to speak, and finally distantly and delicately hinted, that it was very probable another would at some time be called in to occupy her place by his side, and stand in a similar relation to her children. Her tears fell fast. Our Jonathan's face was drawn to a becoming length for the occasion, but he never thought of crying. Indeed it was doubtful whether he comprehended her. His imperturbability was most provoking. She was compelled to be more explicit. She pressed her fingers upon her eyes, "when I am gone, said she faintly, have you thought of any one to be your second wife?" This was a plain question, and with the utmost simplicity he gave it a plain answer. 'Yes, my dear, I have.' She wiped her tears. For a dying woman, her face was certainly very expressive. She held her breath. 'Tell me, said she, who is to be the mother of my children.' 'Well, my dear, I have often thought if you should die, Hannah J. would make an excellent wife.'—'You have, indeed!' exclaimed the dying woman, pouncing out of bed, 'Hannah J. shall never be the mother of my children, I can tell you.' Our Jonathan stared. A cure was certainly the very last thing in his mind when he made such a confession. But it wrought one nevertheless. This was many years ago; but she has never since imagined herself any other than the living, and alive like to be, wife of Jonathan.

CONGRESS.

SENATE.

Tuesday, March 25.

Mr. Webster's bill relative to the elongation of the Charter of the United States Bank, was postponed to the 21st of April, by the following vote:

Ayes—Messrs. Black, Calhoun, Clay, Clayton, Ewing, Frelinghuysen, Hendricks, King of Georgia, Mangum, Moore, Naudain, Poindexter, Porter, Prentiss, Preston, Robbins, Silsbee, Smith, Southard, Sprague, Swift, Tomlinson, Waggaman, Webster—25.

Nays—Messrs. Benton, Brown, Forsyth, Grundy, Hill, Kane, King of Alabama, Morris, Robinson, Shepley, Tallmadge, Tipton, White, Wilkins, Wright—15.

And by the following proceedings, which took place in the same body on the 21st inst. it will be seen that the Senate have arrived at very nearly the same place they started, to wit, condemning the Secretary of the Treasury and passing Mr. Clay's resolutions. The House of Representatives, will pursue a course directly reverse.

Mr. Clay resumed his speech, began yesterday; and on concluding, he offered the following modification of his second resolution, and asked the yeas and nays on both.

Resolved, That the President, in the late Executive proceedings in relation to the public revenue, has assumed upon himself authority and power not conferred by the constitution and laws, but in derogation of both.

Mr. Moore then rose and briefly explained the reasons why he should vote against both the resolutions, and was followed by

Mr. M'Kean, who said he thought it his duty to give, in one word, his reasons for the same vote. He considered the resolution as purely censorious in their character, and the adoption of them would be no remedy whatever for the prevailing distress of the country. But he thought it right to say, that the vote he would give was not to be considered decisive evidence of what his course might be when decisive measures of relief should be proposed.

The question being upon the adoption of the resolution reported by the Committee on Finance, that "the reasons assigned by the Secretary of the Treasury for the removal of the public deposits from the Bank of the United States are insufficient and unsatisfactory," it was determined in the affirmative, as follows, to wit:

Ayes—Messrs. Bibb, Black, Calhoun, Clay, Clayton, Ewing, Frelinghuysen, Hendricks, Kent, King of Georgia, Knight, Leigh, Mangum, Naudain, Poindexter, Porter, Prentiss, Preston, Robbins, Silsbee, Smith, Southard, Sprague, Swift, Tomlinson, Tyler, Waggaman, Webster—28.

Nays—Messrs. Benton, Brown, Forsyth, Grundy, Hill, Kane, King of Alabama, Linn, McKean, Moore, Morris, Robinson, Shepley, Tallmadge, Tipton, White, Wilkins, Wright, —18.

The question being on Mr. Clay's second resolution, as modified, was also decided in the affirmative, as follows, to wit:

Yeas—Messrs. Bibb, Black, Calhoun, Clay, Clayton, Ewing, Frelinghuysen, Kent, Knight, Leigh, Mangum, Naudain, Poindexter, Porter, Prentiss Preston, Robbins, Silsbee, Smith, Southard, Sprague, Swift, Tomlinson, Tyler, Waggaman, Webster,—26.

Nays—Messrs Benton, Brown, Forsyth, Grundy, Hendricks, Hill, Kane, King of Alabama, King of Georgia, Linn, McKean, Moore, Morris, Robinson, Shepley, Tallmadge, Tipton, White, Wilkins, Wright,—20.

Pennsylvania Legislature.

IN THE HOUSE, on Saturday, a number of bills were read a third time and passed, among them one establishing a Savings institution in Harrisburg. The committee appointed to investigate the conduct of the Canal Commissioners made a report.—*Harrisburg Chron.*

[The Report commences by quoting the resolution submitted by *Mr. Irish*, of Northampton, in January last, authorising the appointment of a Committee, and also, "with power to send for persons and papers." The resolutions have been published twice in this paper, and we therefore with this statement omit them.

In discharge of the duty imposed by the foregoing resolutions, *James Lesley*, Esq. Cashier of the Office of Discount and Deposit of the Bank of Pennsylvania, in Harrisburg, was called as a witness, and having been sworn according to law, on the 24th of March inst. deposed as follows:

"That when a Superintendant or other canal agent came to the Office of Discount and Deposit, in Harrisburg, to draw money, on drafts, out of said Office, I thought it right to pay the expenses of such superintendant or agent, in coming to Harrisburg. On one occasion, about 15 or 20 months ago, after I had so paid the expenses of William F. Packer, Superintendnt of the Lycoming line of the West Branch Division of the Pennsylvania canal, he exchanged fifteen thousand dollars, (part of a sum drawn out of the Office aforesaid,) with the Bank of Middletown, for the notes of the said Bank, which he paid out along the line of the canal. I heard of this, and mentioned it to one of the Canal Commissioners who disapproved of it. Mr. Packer came down to this place soon after, and the amount I had paid for his expenses, was returned to me. When a canal agent did not call at the office for the sum required for disbursement on his line, I sent an agent of the Office with the money, to the points where it was wanted—whose expenses of course the Office bore."

Mr. Lesley have declined testifying further.—He was requested to retire, that the committee might deliberate upon this new and unlooked for witness was again called, and said:

"I have already given to the committee that all the information I can, as a man of honor; without meaning any disrespect to the committee I am compelled to say, that I cannot, and will not disclose confidential correspondence, let the consequence to myself, be what it may."

Immediately after Mr. Lesley was asked by a member of the committee, Mr. Brodhead—Do you know whether any other agents of the commonwealth or of the canal commissioners, have been engaged in a similar transaction, with that mentioned by you, as having been done by Mr. Packer, when last before the committee. I allude to exchanging money with any of the banks?

Answer by Mr. Lesley.—"The only instance which I know of any of our notes being exchanged was that which I mentioned as having been done by Mr. Packer."

Question by Mr. Strohm.—Do you know whether any money drawn from the Treasury, or from any of the banks, on Treasury drafts, by any of the public agents, was afterwards exchanged by those agents for any other bank paper, previous to its being paid out on the public works?

Answer.—"I do not know."

The following question was then put to the witness by *Mr. Brodhead*, one of the committee:

Do you know, whether any engineer, superintendent, supervisor, or other person or persons, holding appointments under them, have been, or are now interested in contracts on any of the public works, or whether any of the public monies have been used by any of the public agents, now in office, for purposes other than those authorized by law?

To which Mr. Lesley replied in writing:

"I have already given all the testimony which I can give, as a man of honor. Without meaning disrespect to any member of this committee, I am compelled to say, that I cannot, and will not, betray confidential correspondence, be the consequence to myself what it may.

J. LESLEY."

Mr. Lesley stated further, that he feared no implication, or crimination, but refused to answer, on the ground stated in his written reply singly; and on the 28th of March, transmitted to the chairman of the committee a letter, in the following words:

Dear Sir.—Permit me respectfully to request of you, that in reporting to the House my conduct before the Committee of Investigation, you will state, that I declined answering, not from the fear of criminating myself, nor of implicating my character in any way; nor yet, from favor, affection, or friendship, to any one concerned. I decline solely, because I entertain the conscientious belief that I have not a *moral* right to reveal facts communicated in a confidential correspondence, which I myself commenced.

I am, very respectfully, your ob'dt servant,

JAMES LESLEY.

"J. IRISH, Esq. Chairman of the Committee of Investigation.

The committee are unanimously of opinion that witness is bound to answer all questions, proper or pertinent, to the matters submitted to their enquiry—and that he is compellable, and ought to be compelled to answer them. It is obvious, that if it were at the option of a witness, however respectable, to refuse to testify, when the investigation reached a particular point, the means of dispensing justice would be greatly crippled, if not entirely removed. Such an option cannot be permitted to exist. Submission to the laws of the country, as expounded by the constitutional authorities, is due from every citizen. The only exemption is believed to be the case of a counsellor, who is not bound and will not be permitted to disclose the confidential communications of his client. It was a matter of some difficulty to know what was the proper course to pursue under the circumstances. That the House of Representatives has the power to compel answers to such questions, is not doubted by many persons of high respectability and talents.—Every tribunal, judicial or legislative, has the inherent power of protecting itself in the exercise of its powers—and of enforcing its decrees, orders or acts, made and done within the scope of its legal or constitutional authority, and necessary to its fair and full exercise.

But it is not so apparent, that the committee possesses it—they being delegates of delegates—although the inclination of the minds of those who compose it, is in the favor of the power. It is understood that the opinion is not uncommon, that some legislation ought to precede the exercise of this compulsory power, by either committee or House—besides, when a person has been subpœnaed to appear before a committee, and has neglected or refused to do so, the usage has been that such committee apply to the House for compulsory process.

Under all the circumstances, the committee believe the duty they owed the state and the House, would be best promoted by making this report to the House, and asking its direction and aid in the particular matter which made the communication necessary.

This report was referred to the judiciary committee.

Meditations on an Old Coat.

I hate a new coat. It is like a troublesome stranger that sticks to you most impertinently wherever you go, embarasses all your motions, and thoroughly confounds your self-possession. A man with a new coat is not at home even in his own house; abroad he is uneasy; he can neither sit, stand, nor go, like a reasonable mortal. All men of sense hate new coats, but a fool rejoiceth in a new coat. Without looking at his person you can tell if he has one. *New coat* is written on his face. It hangs like a label out of his gaping mouth. There is an odious harmony between his glossy garment and his smooth and senseless phiz; a disgusting keeping in the portrait. Of all vile exhibitions, defend me from a fool in a new blue coat with brass buttons. * * * An old coat is favorable to retirement and study. When your coat is old you feel no tendency to flaunting abroad or to dissipation. Buffon, they tell us, used to sit down to write in his dress wig, and Haydn to compose in a new coat and ruffles. I cannot concive how they could manage it. I could no more write an article in a new coat than in a strait waistcoat. Were I to attempt it, my good friends, the public, would be severe sufferers. A happy thought by the way just strikes me. You may tell by the manner of an author how he is usually dressed when composing. I am convinced Sir Walter Scott wrote in an old coat. Lord Byron wrote without any coat at all. Barry Cornwall in an elegant morning gown and red slippers. Goeffrey Crayon in the ordinary dress of a gentleman, neither new nor old. Cobbett in a coat very often turned. Moore in a handsome new frock and nankin trowsers. Croly in full dress. Leigh Hunt in a fashionable shabby. Wordsworth in a freeze jacket and leather gaiters. The late Mr. Shelly wrote in a dreadnought. Coleridge, in a careless dress, half lay, halt clorical. Hazlitt in an old surtout that was never brushed. Gifford wrote in a fine pepper and salt; and —— in a fustian jacket. Your old coat is a gentle moralist; it recalls your mind from external pomps and vanities, and bids you look within. No man ever thinks of drawing the eyes of the ladies in an old coat, their flattery is not likely to turn his head as long as his coat remains unturned. A friend asked me to go with him last night to the opera; I consulted my old coat, and stayed at home, to write for the benefit of posterity. *English Paper.*

MARRIED.

On Tuesday evening, the 18th inst. by the Rev. Mr. Symmes, Mr. HENRY BRENEMAN, of Columbia, to Miss MARY E., daughterof Jacob Strickler, Esq. of Fairview.

On Wednesday evening the 26th of March, by the Rev. Mr. Symmes, PRESTON B. ELDER, Esq. Cashier of the Columbia Bridge Company, to Miss HENRIETTA E. V. CLAIBORNE, all of the Borough of Columbia.

PRICES CURRENT.

	Marietta	*Balt.*	*Phil.*
FLOUR (wheat)	$4,00	4,25	4,50
RYE FLOUR	300	3,25	3,25
Corn	40	50	50
WHEAT	85	90	90
RYE	55	66	66
OATS	25	31	30
CLOVERSEED	4,00	4,25	4,25
WHISKEY	18	20	20
PLAXSEED	150	1,60	1,62
BUTTER	15	"	"
EGGS	8		"

PRICES OF LUMBER.

The following are the prices of the different kinds of Lumber for Sale in this borough, viz:

W. P. Panel Boards Pr. M.	$25,00
Do. do. First common " "	16,00
Do. do. Second com. " "	$11,50 to 12,00
Do. do. Cullings " "	$8,00 to 900
Plank one inch, same rate	" "
First common yellow pine	$20,00 to 24,00
Second common do do	15,00
Shingles from $5,00 to	10,00
Scantling white Pine from $10,00	to 12,00
Do. Hemlock	9,00
Cherry boards from $15,00 to	24,00
Locust posts finished, pr. 100 from $35	to 45,00
Do do rough " " from $18	to 25,00
Hogshead Staves pr. m. " from $20	to 25,00
Barrel do " " from $7,	to 10,00
Chair Plank good	20,00
Sawed pine and Hemlock Rails pr. 100 from	$7 to 8,50

TEMPERANCE MEETING.

A Meeting of the Marietta Temperance Society, will be held in ZION'S CHURCH, on Tuesday evening next, the 8th inst. at 7 o'clock. Address will be delivered. All persons are invited to attend.

Marietta, Apr 3, 1834.

LIST OF LETTERS

Remaining in the Post Office at Marietta, Lancaster county Pa. April 1, 1834.

A

Atherton B. Stephen, Albright Henry.

B

Briteman John, Bender David, Betrone Geo. Beam Martin.

C

Clark L. Uriah, Collins Michael.

D

Deplay John.

F

Fausnought Elizabeth, Fengerd Andrew.

G

Gamber John, 2, Gilman Mary, Gorl Henry.

H

Harkins Dennis, Hiestand Jacob, 2, Hantz Andrew, 2, Hutton Rebecca, Hyple Sarah, Heisler Charles, Haines Henry.

J

Jacobs Jonathan, Johnson Marian,

K

Kelley John, Keushter John.

L

Lecture Wm., Lattin Esther, Lewis Abel.

M

McMulta Cormick, Myers John, McEllroy Samuel, Mumma John.

P

Philip Jno., Pennington B. Jno.

R

Rice Wm., Ream Jno., Ream Geo.

S

Shenberger Henry, Sharper Rachel, 2, Shuler Geo. Sherer Christ, Smith Izrael, Sands Wm., Sowders Sam.

W

Winchell Abraham, Waldman Joseph.

JACOB GLATZ, P. M.

Marietta, April 3, 1834.

List of Letters

Remaining in the Post Office at Maytown, Lancaster county Pa., April 1, 1834.

John Kugle, Christian Grove, 2, Catharine Sultzbaugh, Samuel Hackenberger, John Smith, Mr. Johnston, John Hanes, Conrod Sigler, John M. Whitehill, Michael Brenneman, John S. Brenneman, Hetty Lynch, John Rumbough, 2, Andrew Hershey, Christian Leichty, Samuel Tomlinson, Henry Eagle, Jacob Like, Isaac Strohue, William Brown, Joseph Leager, Jacob Kulp, Mary Wilson, Elizabeth Maize, Mary Poist.

GEORGE FERREE, P. M.

Maytown, April 3, 1834.

The People's Magazine.

The first volume of the PEOPLE'S MAGAZINE, which is just completed, was commenced as an experiment. The unqualified approbation it has every where received, and the large list of subscribers it has already obtained, induce the Publishers to continue their efforts to make the work what they intended from the first—a permanent *family magazine*,—one, too, which shall be still more worthy of the high character it sustains. In pursuance of this determination, they will withhold no pains or expense. They have already secured such aid in the editorial department, as they deem necessary to the accomplishment of their purpose.

The great object of the *People's Magazine*, then, is to convey *useful instruction*, in plain and familiar, but chaste language, and in the *cheapest possible form*, to every cottage and fireside in the land. There are few families, to be found, who cannot afford to spend one dollar a year, for a visiter, twice a month, which shall give them valuable information and advice, on subject connected with their usefulness and happiness—which, while it shall not fail to *interest* and *amuse*, shall have still higher and nobler purposes in view—the improvement of the *mind*, and the cultivation of the *heart*.

Natural History will continue to receive, as it deserves, a considerable share of our attention. This science embraces many more topics than at first view might be supposed. Whatever relates to the character, nature, or internal structure, of *men*, *animals*, and *things*, is properly a subject of natural history.

But we shall not confine ourselves wholly to the animal, the vegetable and the mineral kingdoms of *nature*. We shall launch out, often, into *history*, *arts*, *manufactures*, &c. The pages of history are full of instruction. *Biography* will also be deemed an appropriate subject. In short, nothing which is calculated to benefit the minds and hearts of our readers, will be intentionally excluded.

We do not expect, in a semi-monthly magazine, to present all the important intelligence of the day, but only such as may be deemed of permanent value, as a matter of record. Even this will sometimes appear late. But delay has its advantages. Much mischief has been done, and many unnecessary pangs inflicted, by an unjudicious eagerness to circulate early intelligence. Every one will recollect instances, where the public press has in this way widely circulated false statements. These evils the People's Magazine will endeavor to avoid.

Engravings of a superior character will continue to be furnished; but while we labor, in this way, to render the work attractive, we intend much more. We believe the good engravings may be made to do something more than to amuse, or even illustrate. We believe they may be made to cultivate the mind, chasten the imagination, develope taste, and benefit the heart. Shall the teachers of vice find engravings an important aid in accomplishing—unworthy ends in vitiating the taste and imagination—and shall the teachers of virtue neglect to turn them to a good account, in the *promotion of human happiness?*

TERMS.—*Published every other Saturday, at* ONE DOLLAR *a year*, in advance. Six copies for five dollars.

The postage of this Magazine is three quarters of a cent for 100 miles, and one cent and a quarter only for the greatest distance. By special decision of the Post-master General.

LILLY, WAIT, & CO.,

Publishers, 121, *Washington St.* Boston.

Subscriptions received at this office.

Notice.

There will be a stated meeting of the "Thespian Library Association," at their Hall, on Monday evening, April 7, where all Members are particularly requested to attend. By order of the Managers,

ANDREW LEADER, *Secretary.*

Marietta, April 3, 1834.

Woman's Love.

BY THE HON. MRS. NORTON.

Oh! man, how different is thy heart,
From her's, the partner of thy lot;
Who in thy feelings hath no part,
When love's wild charm is once forgot.
What th' awakening spell shall be
Thy heart to melt thy soul to warm,
Or who shall dare appeal to thee
To whom "old days" convey no charm!
When Adam turned from Eden's gate,
His soul in sullen musings slept—
He brooded o'er his future fate,
While Eve—poor Eve—looked back and wept!—

So man, even while his eager arms
Support some trembling fair one's charms,
Looks forward to vague days beyond,
When other eyes shall beam as fond,
And other lips his own shall press,
And meet his smile with mute caress:—
And still as o'er life's path he goes,
Plucks first the lily—then the rose,
And half forgets that e'er his heart
Owned for another sigh or smart;
Or deems while bound in passion's thrall
The last the dearest love of all—
But woman ever while she bows
Her veiled head to utter vows,
Along life's slow and devious track,
For ever gazes fondly back.
And woman, even while her eye
Is turned to give its meek reply
To mumured words of praise,
Deep in her heart remembers still
The tones that made her bosom thrill
In unforgotten days.
Yea, even when on her lover's breast
She sings, and leaves her hand to rest
Within his clasping hold,
The sigh she gives is not so much
To prove the empire of that touch,
As for those days of old;
For long remembered hours when first
Love on her dawning senses burst—
For all the wild impassioned truth
That blest the vision of her youth!

To a Tyrant.

CONTEMPLATING A TRIP TO ARABIA.

Farewell! Go seek the desert sands,
Less barren than thy heart and brain!
And o'er the roving Arab bands
In absolute dominion reign.
To pity they have steeled their sense,
They thirst for battle and for broil;
Prompt to all deeds of violence,
Eager for blood, and apt for spoil.

There every sight thou seest around,
A mirror of thy mind will be;
And every fierce, tumultuous sound
Will echo thine own thoughts to thee:
Thy present friends would only care
To help thee on a little faster;
Congenial horrors wait thee there,
Congenial souls will call thee MASTER!

New England's Dead.

"I shall enter no encomium upon Massachusetts she needs none. There she is; behold her and judge for yourselves. There is her history. The world knows it by heart. The past, at least, is secure. There is Boston, and Concord, Lexington and Bunker Hill; and there they will remain forever. The bones of her sons, falling in the great struggle for independence, now lie mingled with the soil of every State, from New England to Georgia and there they will remain forever."—*Webster's Speech.*

New England's dead! New England's dead!
On every hill they lie:
On every field of strife, made red
By bloody victory.
Each valley, where the battle poured
Its red and awful tide,
Beheld the brave New England sword
With slaughter deeply dyed.
Their bones are on the northern hill,
And on the southern plain,
By brook and river, lake and rill,
And by the roaring main.

The land is holy where they fought,
And holy where they fell;
For by their blood that land was bought,
The land they loved so well.
Then glory to that valiant band,
The honored saviors of the land;
O, few and weak their numbers were—
A handful of brave men;
But to their God they gave their prayer,
And rushed to battle then.
The God of battles heard their cry,
And sent to them the victory.

They left the ploughshare in the mound,
Their flocks and herds without a fold,
The sickle in the unshorn grain,
The corn, half-garnered on the plain,
And mustered, in their simple dress,
For wrongs to seek a stern redress,
To right those wrongs, come weal, come wo,
To perish, or o'ercome their foe.

And where are ye, O fearless men?
And where are ye to day?
I call—the hills reply again
That ye have passed away;
That on old Bunker's lonely height,
In Trenton, and in Monmouth ground,
The grass grows green, the harvest bright,
Above each soldier's mound.

The bugle's wild and warlike blast
Shall muster them no more;
An army now might thunder past,
And they heed not its roar.
The starry flag, 'neath which they fought,
In many a bloody day,
From their old graves shall rouse them not,
For they have passed away.

FROM THE NEW YORK MIRROR.

Anecdote and Gossip of American Painters,

BY WILLIAM DUNLAY.

Benjamin West.—West, although born in humble life, was essentially *well born*, though not of parents who by riches or station could ensure, or even promote his views of ambition: his father was a man of sense; his mother affectionate and exemplary. He was not spoiled by indulgence, or soured by thwartings. His natural inclinations were good, and they were not poisoned by bad education or evil example. The most precious part of his education was not intrusted to ignorant and vicious menials; and all who surrounded him were temperate, pure, and happy. The sordid sufferings of poverty were unknown to him, neither was he pampered in the lap of luxury. As the youngest child of the family, he was the favourite of his parents, and equally so of his brothers and sisters. His physical advantages were great from nature, and the occupations of rural life in childhood tended to strengthen and perfect him. He was taught in the school of realities. He became acquainted with things as they are. The knowledge which he gained in the school of experience was not blasted by any untoward circumstances. His genius was developed by the friends his manners and his virtues gained him. West may be said to have been the favoured of fortune as well as nature, and to have been so led to the height he attained, that men might say, we know not whether genius or virtue placed him there. This we know: vice or folly did not counteract genius.

STUART.—It is difficult to account for the very different style of Stuart's painting from that of the master under whom he studied, and whose works were daily before him and occasionally copied by his hand. The pupil had directed his attention to portrait, and the master delighted in the higher branch of the art. West, doubtless, saw that Stuart was the better portrait painter; and we know that when we saw the superiority of another in that branch, he readily acknowledged it. When applied to for instruction by an artist now in this city, he readily gave it, but said, "If you wish to study portrait painting, go to Sir Joshua." Stuart spoke freely of his own superiority as a portrait painter, and used to say, half joke half earnest, that "no man every painted history if he could obtain employment at portraits." In connection with this difference of opinion and of style, I will mention the following circumstance, which took place about 1786, on the occasion of a visit to his old master's house and gallery in Newman-street. Trumbull was painting on a portrait, and the writer literally lending him a hand by sitting for it. Stuart came in, and his opinion was asked as to the colouring, which he gave very much in these words:—"Pretty well, pretty well; but more like our master's flesh than nature's. When Benney teaches the boys, he says—'yellow and white there,' and he makes a streak; "red and white there," another streak; "blue black and white there," another streak; "brown and red there, for a warm shadow," another streak; "red and yellow there," another streak. But nature does not colour in streaks. Look at my hand; see how the colours are mottled and mingled, yet all is clear as silver."

This was and is true; and yet Mr. West's theory if likewise true, however paradoxical it may appear. Mr. West perhaps made too great a distinction between the coloring appropriate to historical painting and that best suited to portrait.

STUART, TOM AND TOWSER.—In the early period of Stuart's career as an independent portrait painter, he had for his attendant a wild boy, the son of a poor widow, whose time was full as much taken up by play with another of the painter's household, a fine Newfoundland dog, as by attendance upon his master. The boy and dog were inseparable, and when Tom went on an errand, Towser was sure to accompany him. Tom was a terrible truant, and played so many tricks that Stuart again and again threatened to turn him off; but as often Tom found some way to keep his hold on his eccentric master. One day, as story tellers say, Tom staid, when sent of an errand, until Stuart, out of all patience, posted off to the boy's mother, determined to dismiss him; but on his entering, the old woman began first:—"Oh, Mr. Stuart, Tom has been here."—"So I supposed."—"Oh, Mr. Stuart, the dog!" "He has been here, too. Well, well, he shall not come again! but Tom must come to you; I will not keep him!" "Oh, Mr. Stuart, it was the dog did it!" "Did what?" "Look sir—look there. The dog overset my mutton-pie; broke the dish; greased the floor; and eat the mutton!" "I'm glad of it! You encourage the boy to come here, and here I will send him." "It was the dog, sir, eat the mutton!" "Well, the boy may come and eat your mutton; I dismiss him! I'll have no more to do with him!" The mother entreated, insisted that it was the dog's fault—told over and over again the story of the pie, until Stuart, no longer hearing her, conceived the plan of a trick upon Tom, with the prospect of a joke founded upon the dog's dinner of mutton-pie. "Well, well, say no more; here's something for the pie, and to buy a dish. I will try Tom again, provided you nev r let him know that I came here to-day, or t I learned from you any thing of the dog a the pie." The promised was given of cours and Stuart hastened home as full of his anticipated trick to try Tom as any child with a new rattle. Tom found his master at his easel where he had left him, and was prepared with a story to account for his delay, in which neither his mother, nor Towser, nor the mutton made parts. "Very well, sir," said the painter, "bring in dinner, I shall know more about it by and by."—Stuart sat down to his mutton, and Towser took his place by his side as usual, while Tom as usual stood in attendance. "Well, Towser, your mouth don't water for your share. Where have you been? whisper," and he put his ear to Towser's mouth, who wagged his tail in reply. "I thought so; with Tom to his mother's?" "Bow wow!" "And have you had your dinner?" "Bow!" "I thought so. What have you been eating?—put your mouth nearer, sir!" "Bow wow!" "Mutton-pie! Very pretty. You and Tom have eaten Mrs. Jenkins's mutton-pie, ha?" "Bow wow!" "He lies, sir! I didn't touch it, he broke mother's dish, and eat all the mutton!" From that moment, Tom thought that if he wished to deceive his master, he must leave Towser at home; but rather on the whole concluded, that what with the dog, the devil and the painter, he had no chance for successful lying.

LUMBER Yard.

In the Eastern part of Marietta.

J. GROSH.

GRATEFUL for past favors, informs his old customers, and a generous public, that he still continues to keep on hand and at his old stand, LUMBER of every description, among which are.

White and Yellow Pine Boards,

and Plank, 30 and 24 inch Shingles, Joists, Rafters and Scantling from 10 to 40 feet long and from 3 by 4 to 7 by 8 inches thick.

Hewed Timber,

of several lengths and sizes. Ready made and rough Locust Post, Pine and Hemlock Rails, Hogshead and Barrel Staves.

Also STONE COAL, of the best quality by the ton. All of which he is determined to sell low for CASH, or approved short credits.

Marietta, July 18, 1833.

Lumber YARD.

THE SUBSCRIBER respectfully informs his friends and the public generally, that he has in addition to his former stock of lumber a large assortment of long timber, Joist, Scantling, and Rafters; Timber from 10 to 50 feet in length, Joist from 10 to 22 feet, scantling from 10 to 24 feet, Rafters from 10 to 27 feet, iall of which he offers for sale at the current prices—between two and three hundred thousand Shingles at a reduced price.

JAMES MEHAFFEY.

Marietta, Jan. 31, 1833.

A. M. Beatty,

AUCTIONEER and VENDUE CRIER.

Respectfully informs the people generally, both in Town and Country, that he continues to attend to the above business and may be found by inquiring of *Samuel McKinney* in Front Street Marietta.

References as to capacity enquire of
WILLIAM CHILD,
SAMUEL HOPKINS,
JOHN H. GOODMAN,

October 12, 1833,

COFFEE HOUSE HOTEL.

No. 38, SOUTH STREET, BALTIMORE.

THE SUBSCRIBER thankful for the encouragement that he has received, from his friends and the public since he commenced the above establishment, respectfully informs them that he still continues at the same place, and hopes by his attention to the comforts of his Guests to merit a share of their patronage.

JOHN S. BAKER.

March 7, 1833.

New and Splendid Assortment of

FALL & WINTER GOODS

Just Received at the Store of Forster & Law

Consisting in part of

Cloths, Cassimeres,

fashionable SATINETTS, CASHMERE & TIBAT SHAWLS, and a great variety of Goods suitable for the present and approaching season, which are offered uncomonly low for CASH or COUNTRY PRODUCE, by the subscribers,

FORSTER & LAW.

Marietta October 24, 1833.

Notice

Is hereby given that MARKS SNYDER of the Borough of Marietta, on the 20th of January, A. D. 1834, executed a voluntary deed of assignment to the subscribers, for the benefit of his creditors. All persons indebted to said Marks Snyder, are requested to pay the same without delay; and those having claims, to present the same to the subscribers duly authenticated.

JACOB GLATZ,
JOHN BARR.

January 30, 1834 Assignees of Marks Snyder

INSURANCE AGAINST

FIRE!

HOUSES, BARNS, GOODS, LUMBER YARDS, and other property insured, on application at the agency office of the Franklin Fire Insurance company of Philadelphia next door below the office of the Columbia Spy.

Columbia, May 11th, 1833.

GOODS

selling off at first cost for cash.

The subscribers having determined to close their business in this place as soon as possible, would call the attention of the public to their EXTENSIVE assortment of MERCHANDIZE which they are now offering for sale at first cost. C. HERTZLER & WILSON.

Marietta Sept. 5th, 1833.

Notice.

ALL persons in any way indebted to the subscribers are hereby respectfully notified to come forward and discharge their respective accounts immediately, or abide with the consequences. ALSO persons having claims against the firm are requested to present them for settlement.

HERTZLER & WILSON.

Sept. 5. 1833.

ASHBEL GREEN, JR.

ATTORNEY AT LAW,

COLUMBIA, PA.

OFFICE at the corner of Locust and Second Streets, next to the Printing Office.

A. G. Jr. will attend at Marietta on every Thursday, for the transaction of business, an may be found at Libhart's Hotel.

Job Printing

EXECUTED AT THIS OFFICE.

HARDWARE,

Drugs, Paints, Oils and DYE STUFFS.

The subscriber still continues to keep, an has on hand a good supply of

DRUGS, PAINTS, OILS, GLASS, DYE STUFFS, AND SHOP FURNITURE,

which he offers on the best terms to those who will favor him with their custom.—Also, a general supply of

PATENT MEDICINES, GROUND SPICES

Mahogony Venires,

Swaim's Celebrated Panacea,

for the cure of Scrofula or King's Evil, Mercurial diseases, Rheumatism and all disorders arising from a bad state of the blood; this medicine has been recommended by the best Physicians of Philadelphia. All orders will be thankfully received and particular pains taken that no accidents or mistakes may occur. A liberal discount will be allowed to Physicians and wholesale dealers.

J. T. ANDERSON,

Marietta, Jan. 23, 1834.

Valuable Property

For Sale.

The Subscriber offers at Private Sale, that large and commodious

Brick Dwelling House,

AND LOT OF GROUND,

n the Borough of Marietta, now occupied by him as a Store and dwelling house. The property is situated on the South East corner of Market Square, very advantageous for doing public business, the Lot is under the best improvement, being supplied with a well of never failing water, a good cistern at the back door, good stabling, and all kinds of fall and summer fruit. Also, an adjoining

House and Lot of Ground,

in the Market Square.

Persons wishing to view the above described property, are requested to call on

JAMES STEEL.

Marietta, Feb. 6th, 1834.

LIBHART'S

HOTEL

and Stage Office,

Corner of Gay & Front Streets, Marietta.

THE Subscriber returns his thanks to a generous public for the favors he has hitherto received, and respectfully announces to his customers and others, that he still continues to occupy that well known stand—the house has lately undergone considerable repairs, improvements and alterations, so as to render it more completely a home for the traveller.

The house is spacious and contains twenty four rooms, two of which are private Parlors, and fitted up in good style for the accommodation of private parties. The above establishment enjoys one of the most advantageous situations in the place, being located in the centre of business, and commands a fine prospect of the river and its scenery.

The subscriber intends devoting his unremitted personal exertions in conducting the above establishment, and hopes by this assiduity and attention to merit that patronage so liberally extended to him heretofore, and for which he hereby makes his most grateful acknowledgements.

B. LIBHART.

Feb. 7, 1833.

James Noble,

Auctioneer and Vendue Crier.

Offers his services to the people both in TOWN AND COUNTRY, and would be thankful for a share of public patronage.

References as to capability, enquire of
BENJAMIN LIBHART,
RIEB & LIBHART,
DAVID WALKER.

Marietta November 30, 1833.

MARIETTA

English & Classical Academy.

This Institution, under the supervision of Theodore W. Simpson, A. M. will be opened for the admission of PUPILS, in the building lately erected at the corner of Gay and Walnut streets, on TUESDAY, December *Third*. The Male department will be under the immediate direction and government of the Principal. The Female department, will be conducted by Miss C. SIMPSON, who has had considerable experience in teaching. The various branches of a

Classical & English Education

will be taught. The following list comprises a part of the regular course of instruction, viz:

Orthography, Reading, Writing, Arithmetic, Geography, Grammar, Use of the Globes, Mental and Moral Philosophy, higher branches of Mathematics, Greek and Latin Classics, French, Music, Drawing &c.

The pupils will be divided into classes, according to the attainments of each. Exercises in COMPOSITION and DECLAMATION, will be required of all of suitable age and acquirements.

Terms of tuition will vary from three to six Dollars, according to the nature of the studies.

Drawing, French, Music, and Fancy work extra.

Miss SUTHERLAND, who has had four years experience as an *Instructress* of Music, having taught at Baltimore and Bethlehem with much satisfaction to her employers, will give lessons on the Piano and Guitar.

Drawing and Fancy work, per quarter	$5,00
Fancy work	2,00
Erench	6,00
Music on the Piano or Guitar	8,00

Stationary furnished, if desired, at a moderate rate.

The Principal will receive a few female boarders into his family, at the low rate of $25 per quarter, for board, tuition, &c. Board can be had in respectable familes from $1,75cts to $2,00 per week.

Application for Admission, can be made either to Mr. Simpson or any one of the following Trustees.

James Mehaffey, Dr. Samuel Huston, Rev. O. Douglass, Christian Hertzler, James Wilson.

Marietta November 30, 1833.

GREENBANK'S

Periodical Library.

Containing, in the cheapest possible form, a republication of new and standard works—*Voyages, Travels, History, Biography, Select Memoirs, Popular Science, Personal Adventures, Tales of unexceptionable moral bearing and approved Poems.* It is published weekly, in numbers of 48 octavo pages each, at $5 per annum in advance, and contains matter equal to 208 pages more than any other Periodical in America at the same price. The following works have been already republished in the "Library," viz:

VOLUME I.—1. The Life and Trials of Henry Pestalozzi, with copious extracts from his works, illustrative of his plan of education; by E. Biber, Ph. Dr. 2. History of Peter the Great, with a preliminary sketch of the History and Statistics of Russia; by General Count Philip de Segur. 3. Notes of a journey thro' France and Italy; by William Hazlitt. 4. The last Essays of Elia; by Charles Lamb. 5. The Wounded Spirit, a Tale of Life; by D. M. Moir. 6. The life of Carl Theodor Kœrner, the German Warrior Poet; by his father. 7. Martial and Miscellaneous Poems of Kœrner. 8. Kœrner's Prose Tales. 9. Tours in Upper India and the Himalaya Mountains, &c.; by Major Archer. 10. The Game of Life; by Leitch Ritchie. 11. The Young Poet, a Fragment of Autobiography; from Tales of Field and Flood; by J. Malcolm. 12. Helen Waters, from the same. 13. The Brothers, from the same. 14. The Rival; by the author of Recollections of the Peninsula. 15. Anecdotes of Painters.

VOLUME II.—1. Critical Sketches of the character and genius of Scott and Byron. 2. Journal of an officer employed in the expedition under the command of Captain Owen, on the Western Coast of Africa. 3. Notes of a Tour in Albania. 4. Biographical and critical sketches of Sir James Mackintosh and Lord Brougham. 5. Service afloat, comprising the Personal Narrative of a British Naval Officer. 6. Oceanides or Marine Lyrics; by Mrs. Fletcher, (late Miss Jewsbury.) 7. Sketch of the genius and character of Wordsworth with selections from his Lyrical Ballads. 8. Nine Months' residence in New Zealand. 9. The Life of Mahomet; from the Library of useful knowledge. 10. History of the Ottoman or Turkish Empire by Edward Upham, Esq. M. R. A. S. 11. The Tyroler, by the author of Recollections of the Peninsula. 12. Domestic Manners in the West Indies; by Mrs. Carmichael, five years a resident in the Islands. 13. The Life and Character of William Wilberforce. 14. Men and Things, viz: The Times we Live in, Odd Fellows, and Blessings of Biography.

The London Editions of the above works were originally published in more than *thirty volumes*, cost the publishers about EIGHTY DOLLARS, and have been offered to subscribers at the amazingly reduced price of Two Dollars and Fifty cents! exclusive of postage.

The *Periodical Library* will consist of Four Volumes in the course of the year; each volume to make upwards of six hundred and twenty pages.

The first number with which the subscription begins, was published on the 10th May, from which time complete sets can be furnished. Address, post paid,

T. K. GREENBANK, & Co.
No. 9, Franklin Place, Philadelphia.

Pine Wood

For SALE at CHIQUES SAW MILL, price 50 cents per half Cord.

January 11, 1833.

Office of the Susquehanna Bridge and Bank Company,

BALTIMORE, February 23d, 1833.

THE President and directors of this Company have adopted the following rates of interest to be allowed on Deposites of money at this Office, viz:—

On Deposites payable *Ninety* days after demand.	5 pr. cent per annum
On Deposites payable *Thirty* days after demand,	4 per ct. per annum
On current Deposites, subject to be checked for at the pleasure of the Deposites, to such persons as may request it.	3 per cent per annum
On weekly Deposites, which may be withdrawn on the first day of January or first day of July in each year, at which periods the Interest on said Deposites will be payable.	5 per cent

Certificates are issued for all *special* Deposites.

Collections are made on most of the principal towns, where Banks are located, in the several states.

Discount days *Wednesdays* and *Saturdays*.

On Saturdays the Office is open for business until 5 o'clock in the afternoon. By order.

W. E. COALE, CASHIER.

March 14, 1833.

Dissolution of Partnership.

The co-partnership in the Hatting business, heretofore conducted under the firm of "BARR and CASSEL," of Marietta, is this day dissolved by mutual consent. Those having claims against the firm are requested to present their accounts for payment to A. N. Cassel, and all those indebted to the firm are required to make payment to said Cassel, who is authorized to receive all outstanding debts due the firm.

JOHN BARR.
A. N. CASSEL.

Marietta, January 4th, 1834.

A. N. CASSEL,

Respectfully informs his friends and the public that he has taken, and will continue the Hatting establishment heretofore conducted under the firm of Barr and Cassel.

January 4, 1834.

FOR RENT.

Two water Lots in that part of the borough of Marietta, laid out by John Myers No. 11, 12, and those persons that have lumber on the said lots, are requested to call on the subscriber on or before the 15th day of March next, to make satisfaction for occupying said lots.

JACOB GRAYBILL,
Agent for J. A. Shultz.

Feb. 25th, 1834.